



## SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 4:07 AM

### Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 295 Const Calendar Day: 974 Date: 09-May-2012 Wednesday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 00:00 AM 11:59 PM Break: 14:00 Over Time: 02:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge

#### Weather

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition

Working Day ☒ If no, explain:

#### Diary:

Dispute

##### cable erection

Overview of work today:

- We started the survey for Cable Band (CB) layout in the South side-span.

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Shift hours:

- I worked a split shift today since we started a night shift during mid-week. I worked from midnight until 06:00, & then from 19:45 until 24:00. The night shift continued until 09:30 on Thursday.

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- At 19:50, I arrived at the pier 7 office, & was on the bridge by 20:15.

- Note: The Caltrans layout crew included: Matt Bruce, Victor Altamarano, David Cheung, & I. See their diaries for additional details of the work. For ABF, the layout crew included: Zack Lauria, Dave Adams, & the 4 on-site ABF surveyors (Terry, James, Mike, & Ken).

- From 20:15 until 23:00, we searched the bridge to try to find ladders & other safety equipment to be able to work on top of the Cable.

- From 23:00 until 24:00, we observed the ABF survey crew as they were chaining along the top of the North side-span Cable to lay out the CB locations.

- At 00:15, ABF finished laying out the Cable band locations in the North side-span, so we started our survey.

- From 00:15 until 01:30, we measured the total length long the top of the North side-span Cable from the Deviation saddle to the Tower saddle. The measured length was 202.450m (versus 202.414m theoretical).

- From 01:30 until 02:30, we measured back down the side-span between adjacent CB centers. The maximum difference between our measured CB spacing & the theoretical spacing was 6mm (between PP9 & the Deviation saddle). Most differences were within 1-2mm.

- From 02:40 until 04:00, we checked the top-center layout marks that ABF had marked earlier in the shift. Several of them were not acceptable. Several were off by 15mm. Matt Bruce compiled the information on them, & informed Roman.

- At 04:20, we left the bridge.

- I worked on Thursday morning until 09:30. See tomorrow's diary for details.

